### Frightful Case of a Colored Man

I contracted a fearful case of blood poison in 1883. I was treated by some of the best plysicians in Atlanta. They used the old remedies of Mercury and Potasi, which, brought on rheumatism and impaired my digestive organs. Every foint in me was swollen and full of pain. When I was given up to die, my physicians thought it would be a good time to test the virtue of Swift's Specific. When I commenced taking S. S. S. the physician said I could not live two weeks under the ordinary treatment. He commenced to give me the medicine stricting according to directions, which I continued for several months. I took nothing eise, and commenced to improve from the very first. Soon the rheumatism left me, my appetite became all right, and the ulcers, which the doctor said were the most frightful he had ever seen, began to heal, and by the 1st of October, 1884, I was a well man again. I am stronger now than I ever was before, and weigh more. S. S. S. has saved me from an early grave.

LEM McCLENDON.

Lem McClendon has been in the employ of the Chess-Carley Company for some years, and I know the above statements to be true. At the time he began taking Swift's Speedic he was in a horrible condition. I regard his cure stress times calous.

almost miraculous.

W. B. CROSBY, Manager.

Chess-Carley Co., Atlanta Division.

Atlanta, Ga., April 18, 1885.

For sale by all druggists.

Treatise on Blood and Skin Diseases mailed

The Swift Specific Co., Drawer 3, Atlanta, Ga. N. Y., 157 W. 23d st.



By TRIUMPH TRUSS CO. of New York and Philadelphia. The only firm in the world who dare Guarantee the cure of Rupture. Dr. C. W. Burnham, the great Truss Expert, general superintendent, is now at the Sr. MARC HOTEL, corner Pennsylvania ave. and Seventh st., Washington, D. C. He gives examination and advice free, and free trial of Trusses. Call or sexd stamp for circular and be cured. jo5-1m

### DR. HEBBARD,

Who has given his life to hopeless sufferers, can be consuited at No. 723 12th st., Washington, D. C. Specialty: All Chronic Diseases. Consultation fee, \$1. A few testimonials:

"Dr. Hebbard has but few if any superiors in the medical line."—Brooklyn Eagle.

"Dr. Hebbard is a medical writer of high repute."—New York Herald.

"A physician of thorough science, extended knowledge and large practical experience."—Wm. Edeall, President Y. M. U. A., Brooklyn, N. Y.

Wm. Edeall, President Y. M. C. A., Brooklyn, N. Y.

"Dr. Hebbard is continually discovering new methods of saving human life."—Philadelphia Press.

"The doctor is one of the most skillful surgeons and competent medical advisors in this country."—New Haven (Ct.) Palladium.

"Dr. Hebbard is working with the most intense enrestness to heal the slek, open blind eyes, unstop deaf ears and save the dying."—Providence Press.

"Boston is proud to be the home of this celebrated physician, so long a worker for human needs."—Boston Herald.

"Dr. Hebbard has made new contributions recently to medical science which promise to be of great interest."—Boston Traveller.

"Dr. Hebbard is utterly an original man—the product of his own energy—and, while he works for the present welfare of the people, he is almost superhuman in his efforts to make all sure of a happy future."—The North American Review.

ELY'S CATARRH CREAM BALM
Cleanses the
Head. Allays
Inflammation.
Heals Sores. Restores the Senses of Taste, Hearing and Smell. A CASE quick Relief. A TO ELY BREQUE. Positive Cure. HAY-FEVER

CREAM BALM has gained an enviable reputation, displacing all other preparations. A particle is applied into each nostril; no pain; agreeable to use. Price 50c. by mail or at druggists. Send for circular. ELY BROTHERS, Druggists, Owego, N. Y. A NEW DISCOVERY. NASALINE Immediate relief for Cold in the ead, Sore Nose, Catarrh &c. 10c. a box. F wale by all druggists.

SKIN SWAYNE'S OINTMENT DISEASES CURES
Sores, Pimples, Ecsema, all Itehy Skin Eruptions,
matter how obstinute or fung standing. At Druggists.

# **Manhood Restored** ising Fromature Decay, Nervous Decay, Lost anhood, &c., having tried in vain every known nedy, has discovered a simple means of self-cure, ich he will send FREE to his tellor-senferers, idress, J.H.REEVES, & Chatham St., Sew York.

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comfort, style & Durability ask your dealer for the Sincy, Adams & Co. Shoe. These goods are made of the best French and Domestic stock, Kangaroo tope, in hand and machine sewed, in CONGRESS, BUTTON and LACE, and EVERY PAIR WARRANTED. Satisfaction is guaranteed everyone that wears the Stacy, Adams & Co. Shoe. Sold everywhere by first-class dealers. If these goods are not kept in stock by you dealer send your address to Stacy, ADAMS & So., 98 Summer Street, Boston, Mass

MILLER'S WOODSTOCK POEM. HORACE GREELEY'S CELEBRATED RIDE WITH HANK

Sat silent and still, and sat faithful and true
To the great, good man in his charge that
day:
Sat vowing the man and the mall must "go
through through
On time," though he bursted both trace and
stay!
Sat silently vowing, in face of the snow;
But the way was so steep, and so slow—oh! so

The bleak pines were black; the bright silver Were silver worlds, singing of heaven and Great eagles swooped by, with bright, shiny

The far waters called from their canyons of sudden out-popping a head snowy "Mr. Monk, I must lecture in Nevada to night:"

With just one thought that the mail must go through;
With just one word to the great, good man—
But wenry—so weary—the stage wheels drew
As only the weary old stage wheels can—
When again shot the head, and it shricked out

"Mr. Monk, I sust lecture in Nevada to-night."

Just then came the summit! And the world It was Hank Monk's world. But he no word spake. He pushed back his hat from the high peaks of snow! He threw out his foot to the great strong He threw out his silk: He threw out his reins:
And the great wheels recied as if reeling off
skeins:

The engles were lost in the crags up above! The horses flew swift as the swift light of morn! The mail must go through with its message of The miners were waiting his bright bugle

The man must go through! And Monk made a As he never had failed, why he wouldn't fail How his stage spun the peaks like a far spider's

web.
It was spider and fly in the beavens up there:
And the swift swirling wheels made the blood
flow and ebb.
For 'twas death in the breadth of a wheel or And so out popped the head, and the piping voice cried:
"Mr. Monk! Mr. Monk!" But no Monk replied,

Then the great stage swung, as if swung from the sky:
Then it dipped like a ship in the deep jaws of death:
Then the good man be gasped, as men gasping for breath.
When they deem it is coming their time to die.
And again came the head, like a battering ram. And the face it was red, and the words they were hot;
"Mr. Monk! Mr. Monk! I don't care a —
Whether I lecture in Nevada or not!"
— Joaquin Miller,
Weedstock, Conn., July 4.

### TRANSPORTING MONEY. Government Contract With the

Adams Express Company. The Government contract extends to all points accessible through established ex-press lines reached by continuous railway communication, but does not embrace sea

communication, but does not embrace sea or river transportation of any kind, and does not extend westward beyond Omaha and Nebraska City, Neb., Atchison and Leavenworth, Kan.

The contract rates for the transportation of United States notes to the Treasurer for redemption, and United States notes sent in return, are 25 cents per \$1,000 to or from points within the territory of the Adams Express company, and 60 cents per \$1,000 to or from points within the territory of any other express company, except points in Kansas west of Atchison and Leavenworth, in Nebraska west of Omaha and Nebraska City, in Arkansas and Texas, to or from which the rate is \$5 cents per \$1,000. When the remittance does not exceed \$500, the rate is half of that for \$1,000.

The rates for the transportation of National bank notes to the Treasurer for re

tional bank notes to the Treasurer for re demption are 374 cents per \$1,000 to each express company over whose lines the re-mittances pass, and for United States notes sent in return, 25 cents per \$1,000 to within the territory of the Adams Express Company, and 60 cents per \$1,000 to points within the territory of any other express company, except points in Kansas west of Atchison and Leavenworth, in Nebraska west of Omaha and Nebraska City in Arlanga and Texas for which the City, in Arkansas and Texas, for which the rate for both classes of shipments is \$1,50 per \$1,000. Sums less than \$1,000 are paid

as \$1,000. The contract rate for the transportation The contract rate for the transportation of gold coin is 17-100 of a cent per mile per \$1,000, with a minimum rate of 50 cents per \$1,000 to each express carrying, when the distance at the prescribed rate does not equal that sum. Parts of \$1,000, not exceeding \$550, are charged half the price for \$1,000, with a minimum rate of 25 cents to each express carrying.

The contract rate for the transportation of silver coin is 40-100 of a cent per mile

The contract rate for the transportation of silver coin is 40-100 of a cent per mile per \$1,000, with a minimum rate of \$1 per \$1,000 to each express carrying, when the distance at the prescribed rate does not equal that sum. Parts of \$1,000, not exceeding \$500, are charged half the price for \$1,000, with a minimum rate of 50 cents to each express carrying. each express carrying.

The Treasurer has no control over rates exacted when the charges are prepaid, or when remittances come from points without the limits of the contract No charge is made for the amount of express charges inclosed with a remittance of even thousands of dollars, when separately noted on the wrapper. Packages should always be marked with the exact mount of the contents.

### THE "NEW OPERA-HOUSE."

Improvements Being Made by Mana-ger Herzog in His Cosy Theatre. ger Herzog in His Cosy Theatre.

Extensive improvements are being made in Herzog's Museum for the coming season. The work, which will consist of a complete transformation of the place, is being executed under the personal supervision of Manager Herzog, and, when completed, the people of this city will have a place of anusement that will favorably compare with any of a like character in the country.

The improvements consist of the cree-

The improvements consist of the crection of twelve proscenium boxes, which will be constructed in such a manner as to will be constructed in such a manner as to not impair the view of the stage from the auditorium. The boxes, six of which will be on each side of the stage and arranged in two tiers, will be handsomely furnished. They will occupy the space now taken by the sents in the balcony at the extreme left and right, and which do not afford a good view of the stage.

Owing to the smallness of the stage last. Owing to the smallness of the stage last

eason, spectacular productions, such as "Monte Cristo," Lights o' London," and

season, spectacular productions, such as "Monte Cristo," Lights o' London," and "Shadows of a Great City," could not be produced. To obviate this fault during the coming season the stage is being enlarged to such a size that these thrilling spectacles can be presented with good effect. The properties and scenery will all be new and of striking richness and late designs. A new drop curtain of a much larger size and more pleasing character is being painted by an experienced New York scenic artist to take the place of the present hideous one.

The cellings and walls on which the artists are carefully touching their brushes will be in harmony with the beautiful surroundings. The name will be appropriately changed to "Herzog's New Opera-House," and the second season will open on September 1 under excellent prospects and management. Manager Herzog has great faith for the future of this house, as he has given up his Baltimore and Pittsburg theatres, and will devote his entire time in the management of his "new opera-house." The best attractions have been booked, assuring a brilliant season of instructive amusement.

Clearing sale, \$10 suits. Eiseman Bros., 7 & E

"Alderney Dairy Wagons." Fresh Alderney butter, churned every morning and delivered in 16 B. "Ward" prints, 35c, per B. Also cottage cheese, buttermilk and sweet milk, 5c. per qt. Cream, 15c. per pint.

THE SHARPLESS CUP RACE. The Doughty Oarsmen the Columbias

Will Meet. Four of the five crews which will take part in the Sharpless Cup race on the Schuylkill river at Philadelphia on Thursday, had arrived in that city yester-Thursday, had arrived in that city yester-day and took practice pulls. The Philadelphia Press says of the Washington crew: "The Columbias row a stroke all arms and legs. They apparently do not believe in straight backs, but they get in and out of the water more quickly than any crew that has rowed on the river since the Shoeacometts were here in '76. The Fairmounts are the heaviest crew and their form is excellent."

Below is a list of the crews that will con-Below is a list of the crews that will con-

Weight. 135 130 156 150 145 150 154 142 Pos. Height. 5.0734 5.08 6.02 5.09 5.0834 6.0034 James Young... C. G. Slean... W. H. Arnold... Q. MacKall... H. H. Wade... NARRAGANSETTS OF PROVIDENCE, R. I C. Littlefield....... 7 5.11 Henry A. Kirby...stroke 5.1016 1. M. Gurney, coxswain, weight 100.

V. H. Downs. E. Eustis. E. R. K. Coffin, coxswain, weight 122. MALTA BARGE CLUB OF PHILADELPHIA. Height. S. Carty. H. Downing.. Munce. McIntire... H. Brown, j

Frank Henderson..stroke 5.10]6 Charles Clark, coxswain, weight, 110. FAIRMOUNT ROWING ASSOCIATION OF PHILA DELPHIA. Pos. Charles Hamilton. bow. E. F. Brownell.... James McMullin... John Snowden.... 7 5.11
J. H. Boyer.....stroke 5.0816
George Mitchell, coxswain, weight, 115. ROWING NOTES,

Brown, ir

Before the full account of the Passaic regatta arrived it looked as though Kirby, the reinstated amateur, had won the senior singles easily. Fuller accounts show, however, that he would not have won at all if Monahan and Mulcahey had not fouled. They were both leading him

at the time.

The Washingtons fully expected to win at Fredericksburg, though they had much rather have won without a foul. It is a funny thing, that when the Elizabeths are closely pressed they almost always foul. It seems that they were not arranged well in the boat. The race was so hot that one side gave out, and the other side pulled the boat over into the Washingtons. It is pretty certain that Smithson could

have beaten Kearney more than he did. It is dawning on the minds of most local oursmen that Smithson is a very fast and THE CRITIC has made some wonderful sporting predictions this season, especially on rowing events. It predicted that Cornell would beat Pennsylvania for the Childs Cup; that Harvard would not only beat Columbia, but Yale also, and it

now sets it down for a sure thing that Co-lumbia will win the Sharpless Cup, with the Narragansetts and Maltas second and John Teemer, the Pittsburg oarsman, has published an open letter in which he says that unless Hanlan consents to row him by July 18 he will claim the title of He claim that he challenged Hanlan before the lat-ter went to Australia, and has waited two years for his challenge to be accepted. He says: "I don't wish to be boastful, yet I says: "I don't wish to be boastful, yet I think that Hanlan is afraid to row me; if he is not, why doesn't he come forward and carry out his portion of the agreement? I have three times challenged Hanlan to row me, upon each occasion backing up my challenge with a money forfeit." John had better have a care,

forfeit." John had better have a care.

The University of Pennsylvania men are considerably dissatisfied over the result of the Intercollegiate boat race. The University men claim that their failure was not due to a lack of skill, but to the ruling of the referee, President Lincoln of the Quinsigamond Boat Club, which, they say, was the most unsatisfactory they had ever encountered. Two fouls by Bowdoin were not allowed the University. Bowdoin admitted that she had fouled the Pennsylvania craw but claimed that she was sylvania crew, but claimed that she was crowded by Cornell and unable to avoid the mishaps. At a meeting of the associa-tion in January next the matter will come up in a proposition to have intercollegiate contests rowed in eighths with coxswains, which will do away, in a great measure,

with bad steering. The announcement that the Browns had declined to row again with Bowdoin, and that the referee had consequently awarded the Intercollegiate to Bowdoin. appears to have been premature, as Referee Lincoln yesterday received a dis-patch from the captain of the Browns, say-ing that Bowdoin had agreed to wait a mouth to row them again, and that they could not row before the 16th.

The Syracuse Standard has the following exceedingly just criticism of the refereo's rulings in the Intercollegiate

referee's rulings in the Intercollegiate reace:

We are pained to see that the referee in Saturday's Intercollegiate regatta at Lake Quinsignamond does not heed the scriptural injunction that the last shall be first, but gave the race to the crow which came in third at the finish. This was clearly a blunder, because the crew of the University of Pennsylvania under ordinary conditions can outrow the Rowdola College fellows, and since the race was not given to the winners, why not to a crew which went on the water with some prospects of winning. It's a wise carsman that knows his own referee, and few there be that find him. The Eastern College men evidently discovered their man at Lake Quinsigamond, as he having ruled Cornell and Pennsylvania out of the race, it is not easy to see how one of the New England colleges competing could avoid taking the cup and the badges. Brown, however, refused to be a party to any such division of the spolls, and the prizes went to Bowdoln by default. We advise Cornell and the University of Pennsylvania, when they row other colleges next year to furnish the referee with a steam yacht which can keep near enough to the carsmen to enable him to see the race and not make it necessary to pull one of ten possible decisions from a hat, and to furnish the time keepers with stop watches, in order that they may not be obliged to guess at the time after somebody with a telescope has announced that the crews have stopped rowing.

### Is It Not Singular

that consumptives should be the least apprehensive of their own condition, while all their friends are urging and bewhile all their friends are urging and be-seeching them to be more careful about exposure and overdoing. It may well be considered one of the most alarming symp-toms of the disease, where the patient is reckless and will not believe that he is in danger. Reader, if you are in this con-dition, do not neglect the only means of recovery. Avoid exposure and fatigue, be regular in your habits, and use faithfully of Dr. Pierce's "Golden Medical Dis-covery," It has saved thousands who were steadily failing.

A Card. To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c. I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. Joseph T. Inman, Station D. New York City. SOUTH WASHINGTON.

Subscriptions and advertisements for Tan Carrie received at C. S. Price's drug store. SCARCITY OF DRINKING WATER.—Considerable suffering and many complaints have been occasioned among the residents of this section by the great number of pumps out of order and the scarcity of drinking water. In the lower part of South Washington where there are no hydrants, the pumps, which are far apart, are nearly all out of order and the people are actually are pumps, which are far apart, are nearly all out of order, and the people are actually suffering for water. Now that the fiscal year has set in, the appropriation for the repairs of pumps could not be put to use by the Commissioners too soon. A reporter of The Curre in making his rounds through this section this morning found the following pumps out of order and in worthless condition: Pumps at the corners of Sixth and Garreets, Seventh and Fatrocts. and G streets; Seventh and F streets; Sixth and E streets; Seventh and E streets; Sixth street and Maryland avenue; and one on C, between Sixth and Seventl streets.

Personal.—The family of Mr. J. H. Dickerson of the Pension Office have vacated their residence at No. 712 F street southwest to spend the summer in their pretty cottage at Colonial Beach.—Officer H. E. Marks of the police force, better known as "Doctor Marks," who has been confined to his bed the past two weeks from a severe illness, reported for duty last evening. ast evening.

A NEW OFFICER.-Mr. Harry L. Hutton, driver of the police ambulance, has been vested by the Commissioners with police authority.

A Bulling Improvement.—The site of the old frame house No. 400 Seventh street southwest, which was recently purchased by Dr. A. H. Hazen, has been leased for ten years to Mr. D. C. Turner, the grocer. Mr. Turner has commenced tearing down the house, and will creet a handsome three-story brick dwelling and store on the site.

MENTINGS—A positive of the housel of METTINGS.—A meeting of the board of directors of the South Washington Endowment Relief Association will be held in the association rooms, corner of Eighth and C streets, to-night.—A largely-attended meeting of the Second Mutual Building Association was held at St. Dominic's Hall, corner of Sixth and F streets southwest, last night. Shares to streets southwest, last night, the amount of \$3,000 were sold.

Excursion to Cape May and Atlantic City via Pennsylvania Railroad. On Friday, the 10th inst., the Pennsylvania Railroad Company will run a select excursion to Cape May and Atlantic City at the very low rate of \$5 per the round trip. Tickets will be good going on day of issue and to return at any time within five days. Excursionists will leave the Baltimore & Potomac Railroad station, Sixth and Battengre Wiesers will Seathers Wiesers Sixth and B streets, via Seashore Express at II a. m., and reach the above-name points in time for early tea.

The Balimore "Sun" Building.

The plans for the new Baltimore Sun building on F, between Thirteenth and Fourteenth streets, have been completed by Architect A. B. Mullett. The main building will be ten feet higher than any other private building in the city. This will be surmounted by a tower thirty-two feet in height. The building will front fifty-three feet on F street, and run back 112 feet. The height will be 112 feet, and the number of stories eight, besides a cellar. The front will be marble, but whether white or variagated has not yet been decided. The ground floor will contain a magnificent store room. The Balimore "Sun" Building. magnificent store room.

The Mohlean Again.

The newly built sloop-of-war Mohican, which was pronounced unfit for sea a month ago by the Board of Inspection, month ago completed completed the required repairs June 29, and started for San Francisco to sail for Panama. On the way down the eccentric strap broke, disabling her, and she was towed back to the Mare Island Navy Yard. Clearing sale, \$10 suits. Elsoman Bros. . 7 & E

Reduced price for ten days. Twenty-five bushels or more, ten cents per bushel, delivered. Office, 615 Seventh street northwest, and 1117 Eighteenth street northwest. A. R. Williams & Co.

Pennsylvania Coke.

Clearing sale, summer clothes. Eiseman Bros. Have you had a sample of Berkeley? If not, get one. It is pure. Tharp, 818 F street northwest.

Baby Carriages. refrigerators, carpets and furniture sold on weekly or monthly payments at Smith's, 413 New Jersey avenue northwest.

Clearing sale, \$10 suits. Elseman Bros., 7 & E. Tay Berkeley. It is pure.

Clearing sale, summer clothes. Eiseman Bros.

DIED.

DAVIDGE.—On Monday, July 6, 1885, at her residence in this city, Anna Washington, wife of Walter D. Davidge.

The funeral will take place from her late residence, 1624 H street northwest, on Thursday, the 9th instant, at 50 o'clock p. m. Friends of the family are invited to attend.

MUTH.—On Tucsday, July 7, at 2:30 a. m., Grace E., youngest child of George F. and Sue F. Muth, aged 5 months and 15 days.

Funeral to-morrow (Wednesday) at 5:30 p. m. from residence, 908 Eighth street northwest. Friends of family invited.

### CLOTHING.

### UNCLE SAM.

As Uncle Sam is decapitating the clerks of the Departments, so are we cutting off and down our prices of goods. Gent's extra size black serge coats, \$2.50; worth \$4.

Gent's white vests, 50 and 75c.; value \$1. \$2 pants only \$1.25. \$1.50 Secretcker pants only \$1. \$3.50 "Creole" linen suit \$2.50. \$4 striped linen suits \$3. Nice linen coat, worth \$1: now 50c.

Cheap knee pants, worth 75c; now 47c.

Come before it rains.

J. W. SELBY'S. 1914 AND 1916 PENNA, AVE. H. D. BARR, IIII PENN. AVE.

## Spring and Summer Overcoatings and Tronserings

Of my own importation, now received. Gentlemen, please call, inspect and leave your orders at the Leading Tailoring Establishment of Washington. Best Goods. Best Trimmings. None but first-class workmen employed at 1111 Pennsylvania Avenue. H. D. BARR,

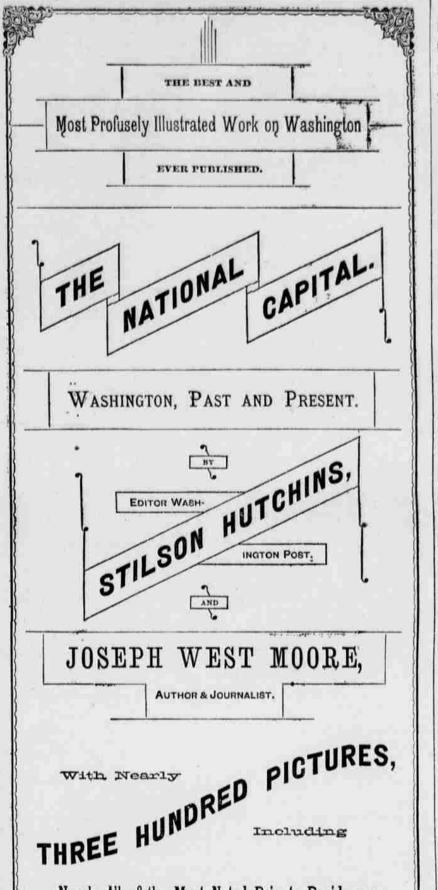
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For Generating Steam. For Cooking Purposes. For Heating by Furnace.

It is Easily Ignited. It Makes a Quick, Hot Fire. It Does Not Burn Out the Gratt.

For Heating by Latrobe. It is Economical. For Open Grates. It Will Pay to Try It. FOR SALE BY THE

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GROCERIES.

# " LIQUID BREAD,

A MALT EXTRACT. PURE AND ECONOMICAL.

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PEACE! PEACE! PEACE! WILSON'S CELEBRATED WHISKY, DUFFY MALT WHISKY, ROYAL CREAM AND CABINET WHISKY, D. ELLIS, Cor. Third and A Streets s. c.

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Groceries, Fine Wines, &c. Agents for WERNER'S "AMERICA,"

A Pure American Wine. All the best Foreign Cordials and Bitters. We are also Agents for the celebrated CLYSMIC WATER, and Calvin Shafer's Wild Cherry Rock and Rye BARBOUR & HAMILTON, Wholesale Flour, Wine and Grocery Mer-chants, 614 to 616 Penna. Avenue.

W. R. SPEARE, UNDERTAKER, 940 F STREET NORTHWEST.

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PIANOS, CLOUGH AND WARREN ORGANS, And all MUSICAL INSTRUMENTS.

Emerson, Steck & Ban's Pianos witcox & White and Kimbali organs. Planos and Organs sold on installments, rented or exchanged; rent applied if purchased.

HENRY EBERBACH, 915 F St.

Managing partner of the late firm of Ellis & Co. HATS AND UMBRELLAS.

Mackinaw Straw Hats The celebrated MACKINAW STRAW HATS manufactured by

DUNLAP & CO. of New York Now Ready.

Pearl and Doe color, Dress and Derby hate in all shapes, at

WILLETT & RUOFF'S. Sole Agents for Dunlap's New York Hats, 905 PENNSYLVANIA AVENUE.

W. H. VEERHOFF Dealer in Wail Papers, Window Shades. Picture Frames, Pictures, etc. 916 SEVENTH STREET NORTHWEST.

RAILROADS. BALTIMORE & OHIO RAILROAD. SCHEDULE IN EFFECT SUNDAY, MAY 3, 1885, UNTIL FURTHER NOTICE. Leave Washington from Station, corner New Jersey avenue and C street. For Chicago, 10 a. m. and 10:10 p. m. daily.
The 10 a. m. is a Fast Limited Express to
Pittsburg and Chicago, arriving in Pittsburg
at 7:30 p. m., Chicago next morning at 8:50.
No extra fare is charged on this train for fast

No extra fare is charged on this train for fast time.

For Cincinnati, Louisville and St. Louis daily at 3:30 p. m. and 10:10 p. m., with through conches and Palace Sleeping cars to above points without change. 3:30 p. m. train is a fast limited train to Cincinnati and St. Louis, arriving in Cincinnati next morning at 7:45. St. Louis 0:30 p. m. No extra fare is charged on this train for fast time.

For Pittsburg at 10 a. m., with Parker Car, and 9:10 p. m. daily to Pittsburg. Hereland and Detroit, with sleeping cars to Pittsburg.

For Baltimore on week days—5, 6:10, 6:40, 7:30, 8:33 and 10:05 a. m., 12:10, 1:25, 3:15 (45-minute train, 3:30, 4:30, 4:10, 5:40, 6:40, 7, 8:25 and 11 p. m.

For Baltimore on Sundays—6:10, 7:30, 8:33 and 19:05 a. m., 1:25, 1:30, 3:30, 1:10, 5:40, 6:40, 7, 8:25 and 11 p. m.

For points on the Shenandoah Valley Raliroad and points South, 9:25 a. m. and 9:10 p. m. daily, 9:25 a. m. train has Pollman Sieeper from Washington to New Orleans.

For Annapolis, 6:40 a. m. and 12:10 and 4:30 p. m.; on Sunday, 8:30 a. m. and 4:10 p. m.

For way stations between Washington and

p. m.
For way stations between Washington and Baltimore, 5, 6:10, 8:30 a. m., 12:10, 3:30, 4:40, 7 and 11 p. m. On Sundays, 8:30 a. m., 1:30, 3:30, 4:40, 7 and 11 p. m. For stations on Metropolitan Branch, 7:25 a. m. and 11:15 p. m. daily, except Sunday, and 5:30 p. m. daily, except Sunday, and 5:30 p. m. daily, except Sunday for principal stations on Metropolitan Branch, 8:40 a. m. daily on Sunday stops at all stations: for Lexington, Statunton and Valley Branch, 8:40 a. m. daily, except Sunday; for Frederick, 8:10 a. m., 4:10 p. m. daily, except Sunday; for Frederick, 8:10 a. m., 4:10 p. m. daily, except Sunday. Sunday. For local stations between Washington and Gaithersburg, 12:30 p. m. duily, except Sun-

Gay,
For Hagerstown and Winchester, 8:40 a.m.
daily, except Sunday, and 5:30 p. m. daily to
Hagerstown: daily, except Sunday, to Winchester.
Trains arrive from the West daily, 6, 7:20 a,
m., 1:15, 6:30 p. m.
From Annapolls, 8:30 a, m. and 1:50 and
5:25 p. m.; Sunday, 10:35 a, m. and 6:15 p. m.
From Lexington, 5:30 p. m. daily, except.
Sunday

From Frederick and intermediate points, 8:25 a.m. and 8:15 p.m. daily, except San-8:25 a. m. and 8:15 p. m. daily, except Sunday,
Trains leave Baltimore for Washington at
5:10, 6:30, 7:20, 9, 9:05 and 10:30 a. m., 12:15,
2:30, 3, 4, 4:20, 5, 6:30, 8, 9 and 11 p. m. On
Sundays, 6:30, 7:20, 9 and 9:95 a. m., 1:30,
2:30, 4:20, 5, 6:30, 8, 9 and 11 p. m.
All trains from Washington stop at Relay
Station, except 1:25, 3:15 and 6:40 p. m.
For further information apply at the Baltimore & Ohio Heket office—Washington Station, 6:19 and 1:35 Penma, ave. corner of 14th
st., where orders will be taken for baggage to
he checked and received at any point in the
city, C. K. Löft, G. P. A.
B. DUNHAM, Gen. Man., Baltimore.

### THE GREAT

PENNSYLVANIA ROUTE. TO THE NORTH, WEST AND SOUTHWEST.

TO THE NORTH, WEST AND SOUTHWEST.

DOUBLE TRACK. SPLENDID SCENERY
BYEL RAILS. MAGNIFICENT EQUIPMENT.
IN EFFECT ICE 21, 1885.

Trains leave Washington from Station, corner
of Sixth and B streets, as follows:
For Pittsburg and the West, Chicago Limited
Express of Palace Sleeping Cars at 0.50 a. m.
daily: First Line, 9.50 a. m. daily to Chichinnati and St. Louis, with Sleeping Cars from
Harrisburg to Chichinati and Hotel Car to
St. Louis daily, except Satarday, to Chicago,
with Sleeping Car Altoona to Chicago, Chicago and Chichinati Express at 7:10 p. m.
daily, with Sleeping Cars Washington to Chicago and Harrisburg with Western Express with
through sleepers for Cleveland and St. Louis,
Pacific Express, 10 p. m. daily for Pittsburg
and the West, with through sleeper Harrisburg to Chicago.

BALTIMORE & POTOMAC RAILROAD,

and the West, with through sleeper Harrisburg to Chicago.

Baltimore & Potomac Railroad.

For Eric, Camandalgua, Rochester, Baffalo, Niggara, 10 p. m. dally, except Saturday, with Palace Cars Washington to Rochester.

For Williamsport, Lock Haven and Einlira, at 950 a. m. daily, except Sunday.

For New York and the East, 7:15, 8:30 and 11 a. m., 2, 4, 10 p. m. and 12:15 night, on Sunday, 8:30 a. m., 2:4, 10 p. m. and 12:15 night. Limited Express of Pallman Parlor Cars 9:40 a. m. daily, except Sunday.

For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Boston without change, 2 p. m. every day. For Haldelphia, 7:15, 8:30 and 11 a. m., 2, 4, 6, 10 p. m. and 12:15 night, Limited Express, 9:40 a. m. daily, except Sunday.

For Baltimore, 6:35, 7:15, 8:30, 9:40, 9:50, 11

Limited Express, 9:40 a. m. daily, except Sunday.

For Baltimore, 6:35, 7:15, 8:30, 0:40, 0:50, 11 a. m. 12:05, 2, 4, 4:25, 4:40, 6, 7:10, 19 p. m. and 12:15 night. On Sunday, 8:30, 9:50, 11 a. m., 2, 4, 6, 7:10, 10 p. m. and 12:15 night. For Pope's Creek Line, 7:15 a. m., and 4:30 p. m. daily, except Sunday.

For Annapolis, 6:25 a. m., 12:05 and 4:25 p. m., daily, except Sunday. On Sunday 4 p. m.

ALEXANDRIA & FREDERICKSBURG RAIL-WAY AND ALEXANDRIA & WASH-INGTON BAILBOAD.

For Alexandria, 6, 7, 9-25, 11:01 and 11:35 a. m. 2:05, 4:26, 4:45, 6:25, 8:05 and 11:37 p. m. On Sunday at 0, 9:25, 11:01 a. m., 8:05 p. m. p. m. On Sunday at 6, 9:25, 11:01 a. m., 8:05 p. m.

For Richmond and the South, 6 and 11:01 a. m. daily and 4:45 p. m. daily, except Sunday. Trains leave Alexandria for Washington 6:05, 8, 10, 10:10 a. m., 1, 3:05, 3:23, 5:10, 7:05 and 11:35 p. m. and 12:10 michight, except Monday, On Sunday at 8 and 10:10 a. m., 7:05 and 11:35 p. m. and 12:10 night.

Tickets and information at the office, northeast corner of Thirteenth street and Peinsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

CHAS, E. PIGH, J. R. WOOD, General Manager. Gen. Passenger Agent.

CHESAPEAKE & OHIO RAILWAY

CHESAPEAKE & OHIO RAILWAY
(LEAVE B. & P. DEPOT. SIXTH AND BSTS.)

11:15 A. M.—For all way stations, Lexington,
Ky., Louisville, Cincinnati, Columbus, St.
Louis. Daily except Sunday, Through
Farior Car to White Sulphur Springs.

1 A. M.—For Newport News, Old Point Comfort and Norfolk. Daily except Sunday,
5:45 P. M.—For Louisville, Cincinnati, St.
Louis and Chicago, connecting for all
points West, Northwest and Southwest;
fast express daily; does not stop for local
business; through Pulman service to
Louisville and Cincinnati.

For tickets and information apply at C. & O.
Railway office, 601 Fennsylvania avenue,
under National flotel; Va. Midland Railway
office, 601 Fennsylvania avenue, and B. & P.
Station.

H. W. FULLER, General Passenger Agent. C. W. SMITH.

General Manager. FRANK TRIGG, N. E. Passenger Agent. WASHINGTON, OHIO & WESTERN R. R.

On and after JUNE 14, 1885, trains will leave from and arrive at 6th and B sts, Depot as fellows: Depot as fellows:

Leave Washington 9 a. m. and 4:35 p. m., daily; arrive at Helmont Park 10:51 a. m. and 6:26 p. m.; Leesburg 11:01 a. m. and 0:36 p. m.; arrive at Round Hill at 11:43 a. m. and 7:18 p. m.

Returning, leave Round Hill 6:03 a. m. and 3:09 p. m.; pass Leesburg 6:42 a. m. and 3:58 p. m., and arrive at Washington at 8:35 a. m. and 3:50 p. m. 5:40 p. m.
Special excursion rates and Sunday trains to
Belinent Park. Monthly and commutation
rates to all points.
S. M. BROPHY, Supt., Alexandria,
E. J. LOCKWOOD, Pass. Agt., 507 Pa. ave.

### STEAMBOATS.

DAILY LINE TO NORFOLK AND FORTRESS Monroe. Steamers George Leary and Excelsior, commencing May 6, 1885. One of these popular steamers will leave Seventh-sirect wharf DALLY, except SUNDAY, at 5:30 p. m. For particulars inquire at Company's office, 7th et. wharf. Telephone No. 745-3. W. P. WELCH, General Agent.

LOW PARES—
I FORTRESS MONROE AND NORFOLK.
FIRST-CLASS FARE, SI: ROUND TRIP, 11.25.
Steamer Jane Moselley Monday, Wednesday and Saturday at 5:30 D. III.
Passage and vooms secured at General Office,
Sixth-street wharf. Telephone call, 94.
POTOMAC RIVER LANDINGS.—Steamer
TI OMPSON Monday, Wednesday and Friday at
7a. III. 801

WOOD AND COAL.

WOODI COALL JOHNSON BROS.,

WHARVES AND BAILROAD YARD

12th and Water Sts. S. W.

BRANCH YARDS AND OFFICES.

(Connected by Telephone.)

1202 F street northwest.

1740 Fennsylvania ave. northwest.

112 Ninth street northwest.

Corner 3d and K streets northwest.

ING-tt 221 Pennsylvania ave. southwest.